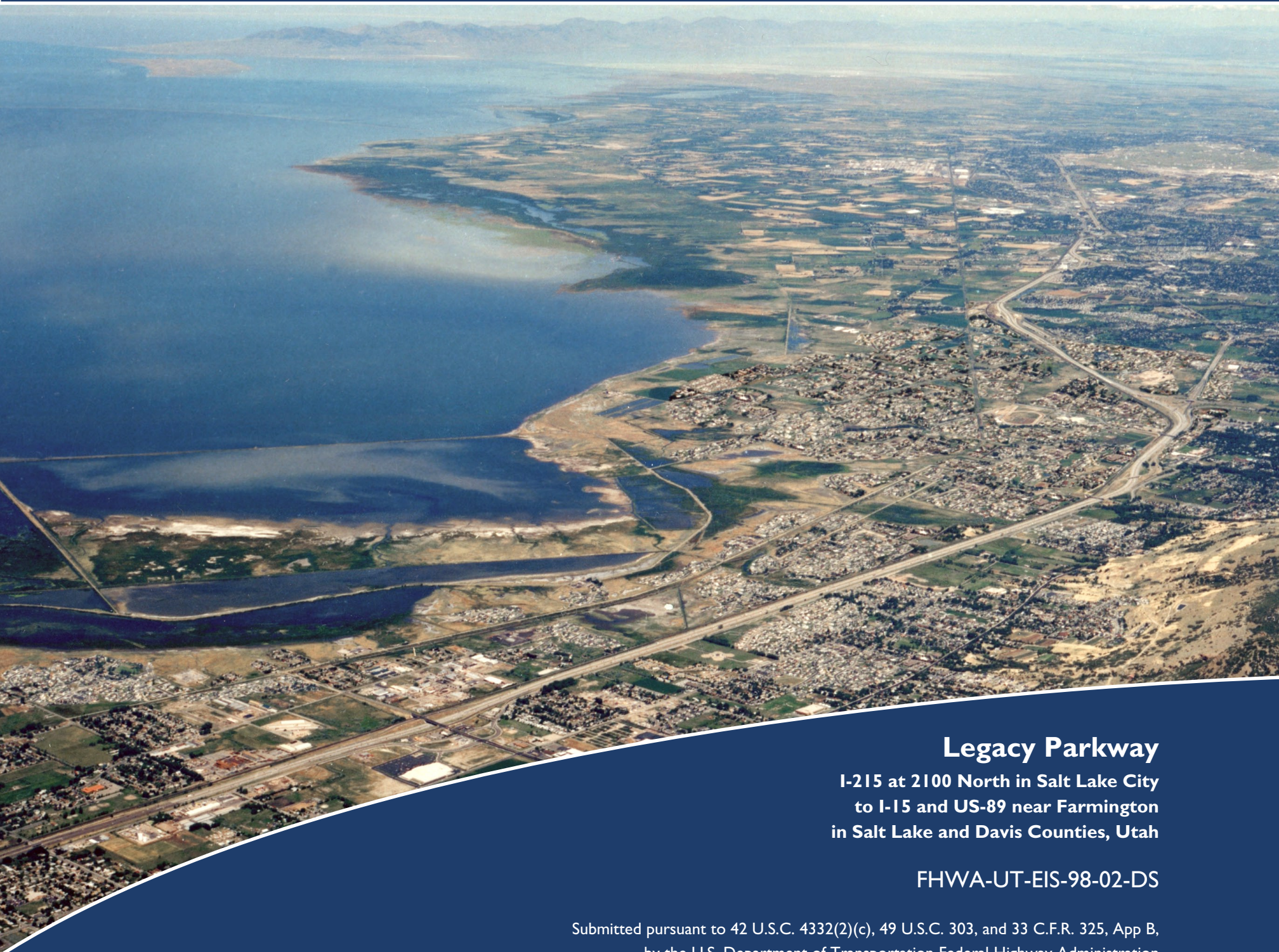


# Draft Supplemental Environmental Impact Statement/Reevaluation and Draft Section 4(f), 6(f) Evaluation

December 2004



## Legacy Parkway

I-215 at 2100 North in Salt Lake City  
to I-15 and US-89 near Farmington  
in Salt Lake and Davis Counties, Utah

FHWA-UT-EIS-98-02-DS

Submitted pursuant to 42 U.S.C. 4332(2)(c), 49 U.S.C. 303, and 33 C.F.R. 325, App B,  
by the U.S. Department of Transportation Federal Highway Administration  
and U.S. Army Corps of Engineers



**Legacy Parkway**  
I-215 at 2100 North in Salt Lake City  
to I-15 and US-89 near Farmington  
in Salt Lake and Davis Counties, Utah

**Draft**  
**Supplemental Environmental Impact**  
**Statement/Reevaluation**  
**and Draft Section 4(f), 6(f) Evaluation**

Submitted pursuant to 42 U.S.C. 4332(2)(c), 49 U.S.C. 303, and 33 C.F.R. 325, App B,  
by the U.S. Department of Transportation Federal Highway Administration (FHWA) and  
U.S. Army Corps of Engineers

Cooperating Agencies: U.S. Department of the Interior Fish and Wildlife Service, U.S. Environmental  
Protection Agency, and Federal Transit Administration

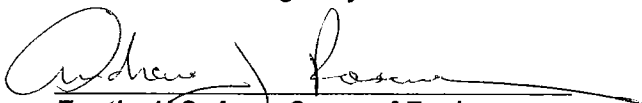
State Highway Agency/Section 404 Permit Applicant: Utah Department of Transportation

**December 2004**

11/16/04  
Date of Approval

18 NOV 2004  
Date of Approval

  
For the Federal Highway Administration

  
For the U.S. Army Corps of Engineers

The following persons may be contacted for additional information concerning this document:

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**Abstract**

Based on the results of the reevaluation of alternatives considered in the Final EIS, the Utah Department of Transportation proposes the construction of a four-lane, limited-access, divided highway extending 22.5 kilometers (14 miles) from Interstate 215 (I-215) in Salt Lake City north to I-15 and U.S. Highway 89 (US-89) in Farmington. The primary purpose of this Legacy Parkway project is to help meet existing and projected travel demand through 2020 in the North Corridor by providing additional north-south transportation capacity. Five alternatives are considered in detail in the Supplemental EIS: the No-Build Alternative; Modified Alternatives A, B, C; and Alternative E. Alternative E follows the same alignment as the Final EIS Preferred Alternative, Alternative D, but has a narrower right-of-way width than Alternative D and includes features to integrate it with mass transit. Updated information is provided on environmental impacts in over 20 categories. As described in the Final EIS, key impacts remain wetlands, wildlife habitat, developable lands, relocations, farmland, and cost. Mitigation measures to reduce the levels of impacts are also described herein.

Comments on the Draft Supplemental EIS are due by February 1, 2005, to Gregory Punske (FHWA) at the above address.

# **DRAFT**

## **Legacy Parkway Supplemental Environmental Impact Statement/Reevaluation and Draft Section 4(f), 6(f) Evaluation**

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December 2004

Jones & Stokes. 2004. *Draft Legacy Parkway supplemental environmental impact statement/reevaluation and draft Section 4(f), 6(f) evaluation*. December. (J&S 03-076.) Sacramento, CA.